
tramfacts

20

key facts and figures about the construction and running of Edinburgh's new tram network



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Edinburgh
Trams

why trams?

- 01

Edinburgh’s urban population continues to grow. Between 2004 and 2024, the population in Edinburgh is estimated to grow by around 45,000 putting greater demands on public transport and roads. Without trams, the city’s roads will not cope. (City of Edinburgh Council Population Projections 2004)
- 02

North Edinburgh is expected to continue to grow and West Edinburgh has been identified by the Scottish Government as a national growth point. The tram connects both of these development areas via the city centre.
- 03

Trams have proved to encourage shoppers to travel to the city centre, which can lead to increased investment. Dublin saw a rise of between 20-50% in pedestrian footfall figures in its main shopping thoroughfare. Some retailers reported an increase in trade of up to 25%. (Railway Procurement Agency, Dublin)
- 04

A minimum of 300 operational jobs will be created once the trams are running. In addition, it is predicted that around 600 permanent jobs will be created within the capital as a result of improved connectivity and increased business investment. (Scottish Transport Appraisal Guidance Report 2007)



some key facts and figures

18.5	23	27	250	70
the total length of the tram route in kilometres	tram stops from Edinburgh Airport to Newhaven	the total number of trams servicing Edinburgh	total capacity of each tram	maximum speed of each tram off street in kph

route

05

The route is 18.5km in total and covers 23 stops from the Edinburgh Airport Terminal to Newhaven.

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It will take approximately 20 minutes to travel from Haymarket to Edinburgh Airport, and 45 minutes to travel the entire route from Edinburgh Airport to Newhaven, connecting to the Gyle Shopping Centre, Murrayfield, Haymarket, Princes Street, Leith and The Waterfront.



48

total length of
utility pipes
diverted during
construction in km

12

estimated annual
demand in first
year of operation
in millions (TEL
Business Plan 2009)

25.5

estimated annual
demand by 2031
in millions (TEL
Business Plan 2009)

42.8

the length of each
tram in metres

service

07

Trams will run every 10 minutes between Newhaven and Edinburgh Airport Terminal. An additional service will run between Ocean Terminal and Haymarket, providing a tram every 5 minutes in the city centre. It is planned that they will run from 6.00am until midnight Monday to Saturday, and from 7am until midnight on Sundays.

08

Tickets, which will cost the same as Lothian Buses, are purchased off-tram using ticket machines at tram stops and travel shops. Only premium rate tickets will be available to be purchased on-tram. The higher price is designed to encourage passengers to purchase tickets before boarding.

09

Concessionary fares are expected to be consistent with the Scottish Government scheme in place at the time when the trams commence operations.

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The annual demand for line 1a in the first year of operation is estimated to be 12 million, rising to 25.5 million by 2031. New passengers and those who would previously have made the journey by car represent 20% of the anticipated demand. (TEL Business Plan 2009)



bus integration

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Lothian Buses and Edinburgh Trams will be operated as a single, integrated network. This will include common ticketing and effective information that offers seamless interchange between trams and buses.

12

Edinburgh Trams and Lothian Buses will form an integrated network with interchange facilities available at:
Foot of the Walk
Picardy Place
St. Andrew Square
Princes Street
Haymarket



tram vehicles

13

There are 27 trams in total. Each tram is 42.8m in length and 2.65m wide with a capacity of 250 passengers (including 2 wheelchair spaces, 78 seats and room for 170 standing) and ample luggage racks.

14

Trams are 100% low floor, and level boarding provides easy access for all passengers. Large door vestibule areas and wide aisles will assist with accessibility once on board.

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Safety features include CCTV onboard and at tram stops. Information screens in the trams will provide travel updates and additional information about the route.

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The tram system has been designed to minimise noise, in particular at the wheel/rail interface. The tram wheels will use lubrication on tight corners to minimise 'wheel squeal'.



benefits

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There will be no on-street emissions and energy consumption will be kept to a minimum by the use of regenerative braking. This means that the energy released during braking can be reused to power other trams.

18

Trams carry high passenger volumes reducing car usage and congestion. Observations from other cities show that people who do not use buses, do use trams.

19

Over 48km of utilities have been upgraded across the city meaning faster broadband, cleaner water and more reliable telephony.

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Edinburgh will be brought up to date with transport systems in other European capital cities, maintaining its status as a gateway for visitors from all over the world.



tram route

